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CARRIER DIVISION SIXTEEN
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~~CONFIDENTIAL~~ Classified upon removal of enclosures)

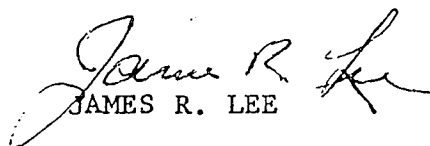
From: Commander Carrier Division SIXTEEN
To: Commander Naval Air Force, U. S. Atlantic Fleet

Subj: Cuban Crisis; documentation of

Ref: (a) CNAL msg 291931Z OCT
(b) CTG 83.2 ltr FB2-16:31:mlw, 3300, ser 0030-62 of 13 Nov 62
(c) CINCLANTFLTINST 03360.5F

Encl: (1) LCDR G. B. BIRD, USN, USS RANDOLPH (CVS 15) Memorandum for the Record of 31 Oct 62
(2) Narrative of CDR L. M. MILLSAPS, USN, VS-36
(3) Narrative of LT Dwight I. WORRELL, USN, VS-36
(4) Narrative of CDR George W. COGSWELL, USN, HS-7
(5) Narrative of LT Russell L. CLEMENT, USN, VS-26
(6) Narrative of CDR John F. GILLOOLY, USN, VS-36
(7) Narrative of LTJG William MORONEY, USN, VS-26
(8) Narrative of CDR Hal A. HAMBERG, USN, VS-26
(9) Narrative of LCDR Ed R. DAY, USN, VS-36
(10) NARRATIVE of LT Russell C. DREW, USN, VS-26
(11) NARRATIVE of LCDR James L. MILLER, USN, VS-26

1. Enclosures (1) through (11) are submitted in compliance with reference (a). These enclosures originally formed part of reference (b) which was submitted to Commander in Chief, U. S. Atlantic Fleet in accordance with reference (c).


JAMES R. LEE

Copy to:
USS RANDOLPH (CVS 15)
COMCVSG 58

5700

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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Narrative by CDR L. M. MILLSAPS, USN, VS-36, Plane Commander of S2F-3 side number JT43 concerning participation in prosecution of contact C-19.

A confidential message had been received stating that a Russian "P" submarine had been sighted by a Patrol aircraft operating out of Bermuda, but that the submarine had dived and contact had been lost. The RANDOLPH was ordered to the area to investigate.

Our operating area was covered with heavy weather, including a heavy squall line. The briefing officer informed us that the tactics to be used were to be at our own discretion due to the 15 hour old datum, plus the ship's inability to communicate with the patrol aircraft presently on station.

The scheduled 0200R launch of 27 October 1962 was delayed more than two hours due to the weather being zero zero. We were finally catapulted at 0435R into an extremely black, rainy night. CDR L. M. MILLSAPS, Executive Officer of Air Anti-Submarine Squadron THIRTY-SIX was the pilot and Flight Leader; LTJG D. T. COUGHLIN, Jr., the co-pilot, and our regular crew members were PELLINO, AM1 and KNOTT, AM. Three other aircraft were launched to assist us in our mission. There were two other S2F Trackers, belonging to our sister squadron VS-26, and an E1B from VAW-12.

We were vectored to the east about 150 miles with orders to establish communications with the patrol aircraft on station, and after evaluating the tactical situation, to set up a suitable search pattern.

About 100 miles east we established communications with the P5M aircraft on station. He was "cold", and had no further information to pass on to us except the initial sighting some 16 hours previous. At that time he had only one useful sonobuoy in the water. Also present in the area was the Russian trawler SHKVAL, and we decided to use this trawler located at 26° 24' N 68° 28' W as our datum. He was dead in the water and would be a good visual and radar datum, plus presenting no interference to our sonobuoys. At 0530R we rendezvoused over the trawler with the P5M, received the SWAP report, assumed Contact Area Commander, and layed a JEZEBEL Sonobuoy pattern. The position of the trawler was relayed to the RANDOLPH via the E1B, together with information on search plan.

At 0604R, PELLINO, our JEZEBEL operator in the number four seat of the aircraft, called, "Drawing on MAYPOLE 9" (our westernmost sonobuoy). I asked him for the lines he was receiving on his gram and after discussing it thoroughly, we agreed that it was a definite Russian FOXTROT class submarine signature. Although the other S2F aircraft were not drawing, we instructed the aircraft nearest MAYPOLE 9 to close and drop cedar plants ALPHA and BRAVO while we closed the area.

We commenced pointing on ALFA and BRAVO plants at 0622R. With the use of the relator our best lines gave a bearing of 360° from the plants.

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Enclosure (2)

Both aircraft flew 337° magnetic 15 miles to drop plants CHARLIE and DELTA to obtain our cross bearings. Best bearings were 090° magnetic from plants CHARLIE and DELTA. This gave us a fix approximately 5 miles due east of plants C and D and 14 miles north of plants A and B.

Immediately after obtaining the fix, we called for added VS and Helicopter (HSS-LN) assistance from the RANDOLPH, plus a surface attack unit of destroyers.

Upon arriving at our fix at 0647R we dropped the SPDC warning as prescribed by the Department of Defense and promulgated by message to nations of the world, to warn all submarines to surface in the area of the Cuban quarantine.

This warning brought no results, and we commenced JULIE offset bombing after receiving a close-in "A" range on our datum sonobuoy. While laying our 3000 yard Riva buoy JULIE pattern, we were joined by three other VS aircraft. One other S2F aircraft was placed in the 3000 yard bombing pattern with us, while the other two aircraft were placed in a 1500 yard MAD pattern around the datum. The entire pattern of sonobuoys was laid and all aircraft in position by 0705R. A second "A" range was received at this time (0705R) on our datum JULIE sonobuoy, indicating close proximity to that sonobuoy, but the perimeter bombing gave negative results.

At 0725R, after being cold for 20 minutes, the aircraft and helicopters we had previously requested arrived on station and SWAP was executed. We were told to return to the RANDOLPH, and left station at 0725R. The oncoming aircraft continued to prosecute the contact.

The Russian FOXTROT submarine was subsequently surfaced later in the day a few miles to the northeast of our datum.

Task Force ALFA, whose primary mission is protection of the Eastern coast of the United States, and to whom the RANDOLPH is assigned as the Anti-Submarine warfare carrier, did its job when it counted most.

The comparatively new S2F aircraft and its associated electronics gear performed splendidly. Coordination between aircraft and sister squadrons, plus all other units involved, added up to a "first" for the United States Navy that will long be remembered. Also may we add in closing, it was a personal experience that we will never forget.

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